

CLASSIFICATION		SECRET/	25X1
COUNTRY	East Germany	REPORT	25X1
TOPIC Schoenefeld Airfield			
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	15 September 1955 25X1
REFERENCES			
PAGES	6	ENCLOSURES (NO. & TYPE)	
REMARKS			
This is UNEVALUATED Information			

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1. The following civilian air activity was observed at Schoenefeld airfield between 1 July and 1 August 1955: 25X1

<u>1 July.</u>	At 1600, the twin-engine aircraft	arrived from Prague and landed	25X1
<u>2 July.</u>	At 0800, aircraft	took off for Prague.	25X1
<u>3 July.</u>	At 1500, twin-engine aircraft	arrived from Belgrade and landed.	25X1
	At 1600, twin-engine aircraft	with tail wheel arrived from	
	Belgrade and landed.		
<u>5 July.</u>	At 1300, twin-engine aircraft	with tail wheel arrived from	
	Prague and landed.		
	At 1310, twin-engine aircraft	with tail wheel arrived from	
	Prague and landed.		
	At 1330, twin-engine aircraft	arrived from Prague and landed.	
	At 1500, the three twin-engine aircraft mentioned	took off for Prague.	
	At 1600, twin-engine aircraft	with nosewheel arrived from	25X1
	Moscow and landed.		
	At 1610, twin-engine aircraft	with tail wheel arrived from	
	Budapest and landed.		
	At 1700, twin-engine aircraft	with nose wheel arrived from	
	Moscow and landed.		
	At 1710, twin-engine aircraft	with tail wheel arrived from	
	Belgrade and landed.		
	At 1730, twin-engine aircraft	with tail wheel arrived from	
	Belgrade and landed.		
<u>6 July.</u>	At 1300, twin-engine aircraft	with tail wheel arrived from	
	Prague and landed. This aircraft had a green coat and red designation		
	figures.		
	At 1500, twin-engine aircraft	with nose wheel arrived from	25X1
	Moscow and landed. This transport aircraft had no seats and transferred		
	a coffin, possibly that of Ambassador Apelt, from Moscow to the GDR.		
	At 1800, twin-engine aircraft	with tail wheel arrived from	25X1
	Prague and landed.		
<u>9 July.</u>	At 1730, twin-engine aircraft	with nose wheel arrived from	
	Moscow and landed.		
	At 1740, twin-engine aircraft	with nose wheel arrived from	25X1
	Moscow and landed.		

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12 July. At 1310, twin-engine aircraft [redacted] with tail wheel arrived from 25X1
 Belgrade and landed.
 At 1500, twin-engine aircraft [redacted] with tail wheel arrived from
 Belgrade and landed.
 At 1530, twin-engine aircraft [redacted] with tail wheel arrived from
 Budapest and landed.
 At 1700, twin-engine aircraft [redacted] with nose wheel arrived from
 Moscow and landed.
15 July. At 1300, twin-engine aircraft [redacted] with tail wheel arrived from
 Sofia and landed.
 At 1310, twin-engine aircraft [redacted] with nose wheel arrived from
 Moscow and landed.
 At 1600, twin-engine aircraft [redacted] with tail wheel arrived from
 Belgrade and landed.
 At 1700, twin-engine aircraft [redacted] with tail wheel arrived from
 Prague and landed.
26 July. At 1500, twin-engine aircraft [redacted] with tail wheel arrived from
 Sofia and landed.
 At 1600, twin-engine aircraft [redacted] with tail wheel arrived from
 Sofia and landed.
 At 1700, twin-engine aircraft [redacted] with tail wheel arrived from
 Prague and landed.
 At 1800, twin-engine aircraft [redacted] with nose wheel arrived from
 Moscow and landed.
27 July. Between 0700 and 0900, all the aircraft mentioned above took off.
30 July. At 1300, twin-engine aircraft [redacted] with nose wheel arrived from 25X1
 Warsaw and landed.
 At 1400, aircraft [redacted] took off 25X1
 At 1415, twin-engine aircraft [redacted] with nose wheel arrived from
 Moscow and landed.
 At 1600, aircraft [redacted] took off for Moscow. 25X1
1 August. At 1300, twin-engine aircraft [redacted] with nose wheel arrived from 25X1
 Warsaw and landed.
 At 1400, aircraft [redacted] took off [redacted] 25X1

It was observed, that during the past eight days, the number of aircraft landing at Schoenefeld airfield decreased. In particular it was noted that no planes had arrived from Sofia since the incident of the Israeli aircraft being shot down a 25X1 regular air traffic was scheduled to be established again on 13 August.

2. Flying by the Soviet air force unit stationed at Schoenefeld airfield was generally practiced between 1600 and midnight during the period between late June and mid-July, and between 1900 and 0400 during the period between mid-July and early August. Take-offs, landings, and local flights were made. It was learned from personnel in the flight control center, that training with Po-2s was terminated in mid-July 1955. Since mid-July, only twin-engine aircraft were involved in air activity. Young pilots practiced flying at daytime, while the old pilots held flying practices at night. Since civilian air activity was transferred to Dispensee airfield, the number of Soviet military aircraft stationed at Schoenefeld airfield increased. 25X1

On 13 July, 23 Li-2s, 1 single-engine aircraft and 3 twin-engine aircraft [redacted] (special aircraft) and with nose wheels were parked at 25X1 the area near the hangar on the northern edge of the airfield. The special aircraft [redacted] were only temporarily stationed at Schoenefeld 25X1 airfield. Three Po-2s, 5 twin-engine aircraft with tail wheel, 1 twin-engine aircraft with nose wheel, and 1 Yak-14 were parked at the parking area northeast of Schoenefeld.

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3. The German employees at Schoenefeld airfield received yellow preliminary identification cards on 4 July 1955. Forms issued by the Ministry of Interior were used for these identification cards. The word "Stabskommandant" (chief of staff) was crossed out. The identification card had the following pattern:

Government of the German Democratic Republic

Ministry of the Interior

Identification Card No.

Name First Name

Born on:

is permitted to enter the building at Diepensee airfield between 0000 and 2400.

DPA (German identification card) No.

Signature

Bras

This identification card measured 10.5 x 7.5 cm.

The control within the area of Diepensee airfield was executed by Volkspolizei since 2 July 1955. A total of 30 German police-men were stationed at the field. A section of the fuel depot, which was located between Diepensee and Kienberg, was guarded by Soviet soldiers wearing collar patches.

The names of the foreign pilots could not yet be identified. Since the airfield has been taken over by the Germans, the control had become more strict.

On 10 July 1955, the total civilian air traffic was turned over to the Germans. Since 11 July 1955, the total civilian air traffic was concentrated at Diepensee airfield. Soviet civil aircraft were still being dispatched by Soviet personnel as previously, but civil aircraft from the Satellite States were dispatched by Germans. The HO (trade organization) hotel was opened on 11 July.

The new weather station was established in the western hangar above the Soviet hotel. Two used type Triumph radio transmitting teleprinters were transferred from Dresden to this station.

4. In late June and early July 1955, 20 employees from Saxony of the GDR Lufthansa were observed at Diepensee. Workers, employed by the Soviets and who were scheduled to transfer over to the Lufthansa 1 July, are still employed by the Soviets. A new weather station was erected by the Lufthansa. A member of the former weather station at Diepensee who was temporarily employed at the Potsdam observatory, was in charge of the establishment of the new weather station. It was rumored, that he was scheduled to become the chief of the station. Since 3 July, Soviet passenger planes, which were previously parked at Diepensee, were now observed at Schoenefeld airfield.

5. The following air activity and aircraft were observed at Schoenefeld airfield: 26 July. In the morning transport aircraft No. 12 made several local flights over the airfield.

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Between 0930 and 1300, the following aircraft were observed parked at Schoenefeld airfield:

- 5 twin-engine transport aircraft with tail wheel in the northeastern corner
- 4 twin-engine transport aircraft with tail wheel at the runway
- 6 twin-engine transport aircraft with tail wheel in front of the western hangar
- 5 twin-engine transport aircraft of a new type with nose wheel at the eastern end of the runway
- 1 Yak-14 in the northeastern corner
- 1 twin-engine transport aircraft

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and with tail wheel near the runway.

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The transport aircraft of new types had two radial engines. Wings and leading edges of tail units were cornered. The cabins had less windows as compared to known twin-engine aircraft. The planes had alight coat. The leading edges of tail units were painted red.

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27 July. Between 0745 and 0815, five transport aircraft of a new type made local flights.²

- 6. The four mast radio station remained unchanged at a point on the western extension of the runway. Some days before 26 July, the radio installation was enlarged. An AA 4 MK 3 set was observed east of the western hangar south of Gate III. An additional two-mast radio station was located at the Hedwigshoehe Hill. The masts of this station were about 20 meters high and were erected at a distance of about 40 meters. Three antenna wires extended from the middle of the masts to two radio trucks which were parked there. A cable, about the thickness of one finger, lead from the radio trucks to the main mast at Hedwigshoehe Hill.³
- 7. Recently, civilians have been doing surveying at Schoenefeld airfield. South of the runway at a distance of about 80 meters, a parallel strip, about 60 meters wide, was set out in the length of the old runway. Presumably the construction of a new runway is being planned. Construction work on buildings in the Diepensee area was still done on 26 and 27 July. These buildings were guarded by VP.

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10. It was learned that Kienling (fnu), who came from Leipzig Meckau, and Freiherr von Gahlenz (fnu) were no longer considered as ~~available~~ candidates for the post of chief of the GDL Luftwaffe airfield at Schoensfeld. The following persons were taken into consideration: VP Colonel Rechner (fnu) of the Ministry of Interior as chief of the Luftwaffe and Rechner (fnu) as chief of the airfield.
11. Chief of the meteorological station at the airfield was Richard Lehmann, a meteorologic technician who came from Potsdam. He cooperated with Dr. Kuchne (fnu) from the Meteorologic-Hydrological Service at Potsdam. Chief of the meteorological radio station was one Gehlhorn (fnu) who came from Warnemuende and who was also in charge of administration of the meteorological station. Six to 7 meteorologic technicians including one Matthes (fnu) were employed at the station. Matthes was formerly employed at the teleprinting service of the "Taegliche Rundschau" newspaper. He was SED member and was said to speak Russian. These meteorological stations only served the Czech and Polish air lines. Four take-offs were made per day. So far, the Luftwaffe has had no aircraft of its own. The Soviet air line was still served by the Soviet meteorological station at Schoensfeld. The Geo-Hydrological Service at Warnemuende was connected to the teletype network of the meteorological station.
12. At present, types "Hajk" and "SG 38" gliders were constructed at Gotha.⁵

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1. ☐ Comment. The total air traffic was handled from Diepensee airfield. Airlines from the satellite States were parked at Diepensee, Soviet airlines were parked at Schoensfeld.

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2. ☐ Comment. From the description it is believed that these are Il-14s.

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[REDACTED]

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3. [REDACTED] Comment: It is still undetermined if the enlarged radio stations are to be connected with a possibly planned intensified civilian air traffic or if pilots, possibly of the GDR Luftwaffe, will be trained in approach procedures. Such training in approach procedures was reported previously. [REDACTED]

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[REDACTED]

5. [REDACTED] Comment: It is known that VEB Apparatebau (construction of apparatuses) Leuna-Masen plans to construct 36 gliders of types "Granau Baby" and "Molot" according to the 1955 production plan.

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[REDACTED]

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